

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,351 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,450 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares:—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

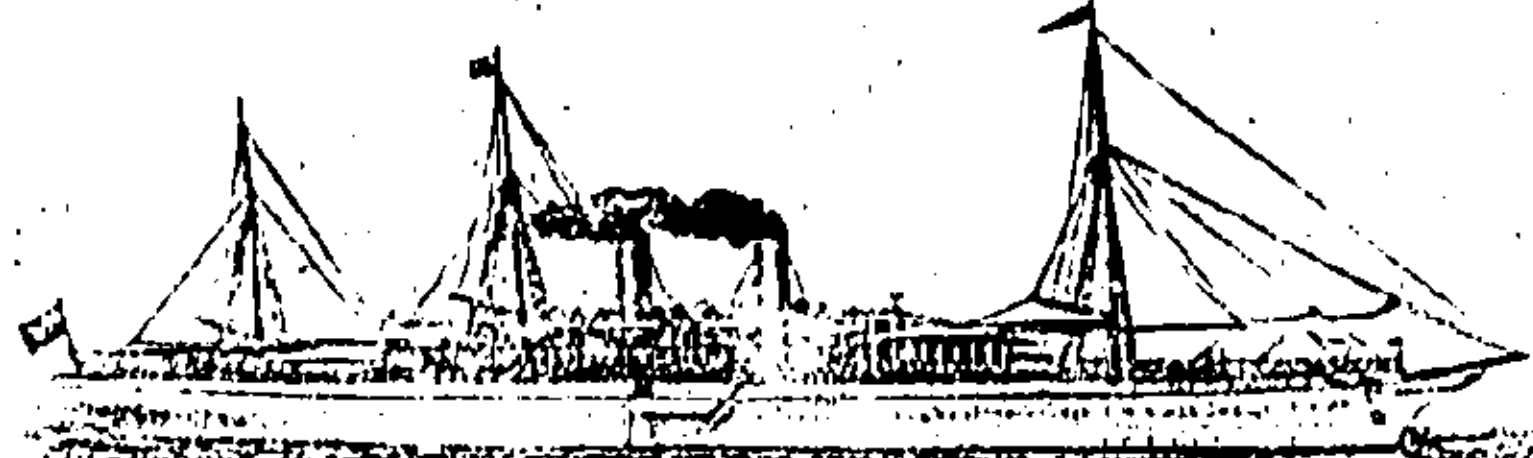
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Building, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "ATHENIAN"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPRESS OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR"	4,425	W. Davidson, R.N.R.	WEDNESDAY, 13th Sept.
"EMPRESS OF JAPAN"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.
"EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.

Hongkong to London, via Canada, 14th Sept. via New York 16th.

Steamers, and 1st Class Cabin £40. £42.

THE magnificent "Twin-screw" "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
Hongkong, 2nd August, 1905. Corner Pedder Street and Praya, opposite Blaks Pter. [10]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE and HAMBURG.	7th August.
Schulke	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ALESIA	HAMBURG.	9th August.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SPERIA	HAVRE and HAMBURG.	21st August.
Ehlers	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
RHENANIA	HAVRE and HAMBURG.	6th Sept.
Förck	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SCANDIA	HAVRE and HAMBURG.	20th Sept.
v. Doehren	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SILESIA	HAVRE and HAMBURG.	4th October.
Bahle	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SLAVONIA	HAVRE and HAMBURG.	18th October.
Madsen	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
VANDALIA	NEW YORK VIA SUEZ.	about begin-ning of Oct.
Haase	with liberty to call at the Malabar coast.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duty qualified Doctor and Stewards are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 2nd August, 1905.

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 16th day of August, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. P. Grosch, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 14th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 15th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLHAD	4,761	TUESDAY, 19th September.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.

ON TUESDAY, the 22nd August, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lens, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLHAD	TUESDAY, 29th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 16th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 30th August.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 3rd August, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip \$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHUI, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905

Hotel.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10c) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VUEX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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THE ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN

RAILWAYS, MINES, WATER SUPPLIES,

REINFORCED CONCRETE, CONCRETE PILES.

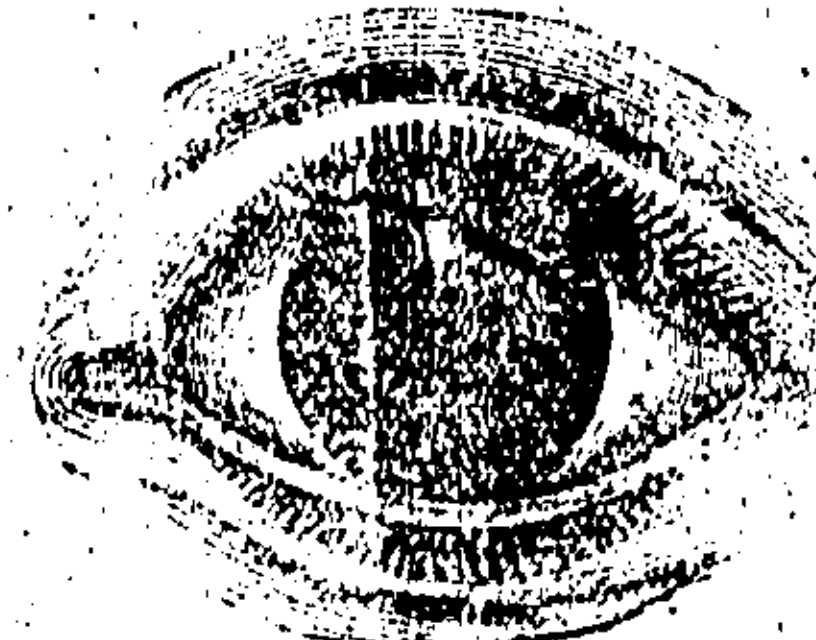
ALEXANDRA BUILDINGS,

HONGKONG.

Hongkong, 12th July, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUIAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI.

27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.

Hongkong, 24th March, 1904.

[40]

COLD STORAGE.

THE HONGKONG ICE COMPANY

LTD. have now 40,000 Cubic feet of

COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M.

daily, Sunday excepted, to receive and deliver

perishable goods.

WM. FARLANE,

Manager.

Hongkong, 22nd June, 1905.

[675]

BAY VIEW HOUSE,

MACAO.

SITUATED at the most charming Part

of Macao's Famous Beach, has just

been opened for the public and for the

benefit of HONGKONG VISITORS, who travel

to this Delightful Resort.

BATHING PARTIES, and indeed every

Holiday Seeker on pleasure bent, will find

all their wants supplied at BAY VIEW

HOUSE.

MORNING TEAS, BREAKFASTS,

TIFFINS, AFTERNOON TEAS, and

DINNERS can be supplied to any number

at the shortest notice, and at the most

Intimations.

A. S. WATSON & CO.,
LIMITED.WATSON'S
E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905.

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
On the 4th August, at "Fairview," No. 9, Caine Road, Hongkong, the wife of EDUARDO J. FIGUEROA, of a son. Shanghai and Japan papers please copy.

On the 4th August, at "Fairview," No. 9, Caine Road, Hongkong, the wife of EDUARDO J. FIGUEROA, of a son. Shanghai and Japan papers please copy.

HONGKONG, SATURDAY, AUGUST 5, 1905.

OUR NORTHERN SANATORIUM.

A good deal of interest is added to the discussion of our status at Weihaiwei by the fact that an intimation, respecting our tenure of the territory, has been received by one of the residents in the northern settlement, from the Hon. J. H. Stewart Lockhart. In March last the headmaster of the Weihaiwei School approached the Commissioner on the subject, and the official reply is now to hand. By direction of the Secretary of State for the Colonies, Mr. Stewart Lockhart informs him that his Majesty's Government do not consider that the British tenure of Weihaiwei is affected, or is likely to be affected, by the result of the operations now in progress in the Far East. This, of course, leaves the public as much in the dark as ever concerning the possible evacuation of the place. What will eventually happen in regard to the leased territory still remains to be seen, but there is not much doubt that a definite announcement on the subject must soon be made. Under the convention signed at Peking in 1898, the Emperor of China agreed to lease to his Majesty's Government "Weihaiwei, in the province of Shantung, and the adjacent waters for so long a period as Port Arthur shall remain in the occupation of Russia." The occupation of Port Arthur by Russia has long been at an end, and unless, as is reported to be the case, some new arrangement has been entered into by the British Government with China, our occupation of Weihaiwei should have come to an end as well. Shortly after the fall of the northern stronghold it was announced that the Wai-wupu had notified the British Minister at Peking that Weihaiwei should be restored to China. Sir Ernest Satow, who is an aggressive defender of our possessions and prestige in the Far East, would probably favour the extension of the settlement as a naval base; while there is not much doubt that Japan would strengthen his hands in proposing the retention of the position. Be that as it may, there is no disguising the fact that events have forcibly shown how fatuous has been the policy of the home Government in the matter. When the Unionist Government secured Weihaiwei, Cabinet Ministers went into ecstasies over their own diplomatic astuteness. If Russia, it was argued, had laid her hand on Port Arthur, we had got a firm grip of a valuable territory which was to become the Gibraltar of the Far East. But while Port Arthur developed into an almost impregnable fortress, Weihaiwei has been converted into a health resort, and politicians who, in 1898, boasted of its great strategic value, were, within three or four years, sagely dilating on its balmy climate and hygienic surroundings. The story of our northern sanatorium is indeed a record of almost unparalleled fatuity. Early in the Session of 1898 Mr. Balfour, referring to the leased territory, declared: "I think it is of great value, diplomatically; that it is of immense value as a naval base, and not merely in naval warfare, but also in military operations by land, should such, unhappily, become necessary in the future." The cat, however, soon emerged from the bag; for, early in the following Session the Government were requisitioned as to why, if Weihaiwei was going to be strongly fortified, only some £9,000 appeared in the Estimates on account of works, and, in replying Mr. Austen Chamberlain (then Civil Lord of the Admiralty) gave a glimpse of what was soon to become clearly apparent by hinting at its value as a sanatorium. In 1901 the present Chancellor of the Exchequer intimated in the House that in future the Colonial Office and not the Admiralty would be the department concerned with Weihaiwei, and early in 1902 Mr. Arnold-Forster announced that it had been decided on strategic grounds not to fortify the place. Mr. Bryce then asked the Secretary of the Admiralty whether documents indicating how this decision had been arrived at would be submitted. "No,"

was the reply. "The decision of the Government, so far as the Admiralty was concerned, was based on general knowledge of the position and capabilities of the place for the purpose for which it was required." Mr. Pretyman, Civil Lord of the Admiralty, subsequently imparted to the House the reassuring information that Weihaiwei was to be a summer sanatorium for the fleet, and that the climate was even better than that of Japan. This is a strange story of diplomacy, which the Government would no doubt like to forget, and which has yet to be concluded by an announcement on the subject of our intentions regarding the 285 square miles of leased area in the north.

LOCAL AND GENERAL.

ANOTHER blank plague return was issued today.

LEAVE of absence on private affairs in India has been granted to Lieutenant W. A. Moore, Royal Garrison Artillery from 15th inst. to 15th November.

At a meeting of the Sanitary Board on Tuesday the recommendations of the Committee appointed to consider in what cases should buildings be allowed to exceed a height of 76 feet, will be brought forward.

THE case in which John Ellis is charged with the manslaughter of Richard Sampson, R.G.A. on Battery Path, on the 17th ult., has been set for hearing before Mr. F. A. Hazeland on Tuesday afternoon, the 8th inst.

THE victim of the alleged assault being still unable to leave hospital, the case against Philip Simcock, chief engineer at the Cement Works, for causing grievous bodily harm to the coolie Yang Yung riewing was remanded once again for a week.

H.E. THE Governor has given his assent, in the name and on behalf of the King, to the Ordinance to authorize the appropriation of a supplementary sum of two hundred and one thousand five hundred and fifty-five dollars and two cents, to defray the charges of the year 1904.

A DOUBLE company of the 119th Infantry, comprising two British officers and 130 native ranks, will embark at Kowloon Police Pier at 7.30 a.m. on Monday, and will proceed by launch to Repulse Bay to take part in tactical operations. Each man will be served with five rounds of blank ammunition.

SERGEANT LEE raided another house in Amoy Lane last night and gathered in a gang of gamblers, whom he placed before Mr. G. N. Orme this morning. There were no previous convictions against the men so the Magistrate said he would consider that and deal leniently with them. The keeper was fined \$20 and the rest \$2 each.

JOSEPH Rideal, a young clerk, and Julius Patterson, third officer of the s.s. *Arabia*, were charged before Mr. Orme this morning with being drunk and disorderly in Queen's Road Central, and also with assaulting a ricksha coolie. Fines of \$3 and \$5, respectively, were imposed, and 50 cents compensation ordered to be paid to the ricksha coolie.

THE launch which collided with the s.s. *Thyra* off Cape Collinson yesterday now lies in eight fathoms of water, and the dock company are making all arrangements to raise her, the launch being their property, but chartered by the Pilots' Association. Pilot Groves was in charge of the launch at the time of the collision, and barely had time to jump clear of the sinking launch, as she went down by the nose.

THE final in the Police Bowling Club competition will be played for on the Happy Valley ground this evening. In the semi-finals Inspector Langley plays Inspector Ritchie, and the winner in that round will then meet Inspector Gauld in the final.—The first prize, a pair of Taylor bowls, is presented by Mr. James Macdonald, Government marine surveyor, and the second is presented by the Police Club. These will be presented at the conclusion of the competition.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th ult., as certified by the managers of the respective Banks, are published in the *Gazette*—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,.....	\$3,576,315	\$2,200,000
Hongkong and Shanghai Banking Corporation,.....	13,451,169	9,000,000
National Bank of China, Limited,.....	98,760	70,000
Total,.....	\$17,126,244	\$11,270,000

WITH reference to Government notification No. 881 dated 23rd December, 1904, it is notified in the *Gazette* that the time therein mentioned having expired, and no cause having been shown, the names of the following companies have been struck off the Register, viz.—The Man Wo Fung Co., Ltd., Higo Gas Co., Ltd., the Shun Hung Steamboat Co., Ltd., the Shanghai Oil Mill Co., Ltd., Wubu Rice Flour Mill Co., Ltd., the Hongkong and West River Steamboat Co., Ltd., the Canton Wharf and Godown Co., Ltd., the Wing Lee Steamship Co., Ltd., the Kwai Hong Steamboat Co., Ltd., the Yokohama Steam Laundry Co., Ltd., Po Hing Co., Ltd., the Canton Property Investment Co., Ltd., China Steamship Company—of Canton and Hongkong, Ltd., Tientsin Electric Lighting and Trading Co., Ltd., the Hongkong Necropolis Co., Ltd., the Hongkong Lithographic Co., Ltd. and the Ping On Co., Ltd.

THE case against Un Kam Wa, for perjury, was resumed before Mr. F. A. Hazeland this morning, when further evidence was called for the prosecution, proving who were the partners in the Ko Shing Theatre and to that extent corroborating the previous witness.

A NUMBER of Parisian society ladies have decided to revive the old-fashioned custom of "hand-kissing." They have decreed that, instead of shaking hands, all male visitors to their drawing-rooms shall kiss the lady's hand. There are many degrees of intimacy, it appears, in hand-kissing, from the finger-tips to the wrist, which require not a little knowledge if offence is to be avoided.

WE have received from the Imperial Institute the first number of the third volume of the "Bulletin," containing a record of the scientific and technical work of the Imperial Institute in connection with the investigation of the value of natural products, both mineral and vegetable, derived from the British Colonies and Dependencies and is also a record of progress in tropical agriculture and economic development.

It is notified in the *Gazette* that when application is made under section 3 (1) of the Military Stores (Prohibition of Exportation) Ordinance No. 1 of 1861, for permission to export from the Colony or to carry coastwise within the Colony, arms, ammunition or other articles, the export of which is prohibited by proclamation of the 26th May, 1905, such application must be accompanied by a full description of the articles in respect of which a permit is desired.

THE story of the Japanese naval officer disguised as a "boy" has been revived. According to an American paper, when the *Hornet*, the flagship of the naval reserves, arrived at Baltimore on the 9th June she had aboard a Japanese *chef* who is said to have been an adept in preparing palatable dishes. Before the *Hornet* started out for the war game the *chef* was observed to leave the vessel, and thereby hangs a tale. It developed that the Navy Department has issued an order for the removal of all foreigners from the fleet during the maneuvers. This order was directed especially against the Japanese, of whom there are quite a number in the ward and mess rooms of the various American warships. The order is further reported to have been the result of a story told by Admiral Evans upon his return from the Asiatic station. Upon paying an official visit to a Japanese battleship the Admiral was surprised to find in the commander a clever little Japanese who had been his servant when he was Captain. This opened the eyes of the Navy Department to the methods used by the Japanese to learn those secrets of the art of naval warfare which they have successfully used on the Russians. The conclusion is, of course, that the Japanese owe their victory to copying American naval arrangements.

THE proposition made recently by the Chamber of Commerce at Hamburg that the Governments forming the International Postal Union should agree upon and issue a series of international stamps good for foreign postage in any country belonging to that organisation merits the favourable attention of postal authorities and business men; the world over, says *Dun's Review*. The practical difficulties in the way of carrying out such a plan do not appear to be serious, nor is it probable that action by congresses, parliaments or other legislative bodies will be required to put it into operation. A mutual agreement between the different post-office departments will suffice, it is believed, to at least give such a plan a trial. The advantages of an international stamp to business men engaged in foreign trade are so numerous and so great as hardly to require enumeration. As a medium for prepaying postage for reply in cases where it is undesirable to request the recipient of a letter to pay for such reply himself, as a means for making trifling remittances, and in a number of other ways, such a stamp would be useful. Every business man in any part of the world, who feels that this plan will benefit him, urges the American journal, should induce his local chamber of commerce or board of trade to urge its endorsement upon the post-office officials of his country.

TRANS-PACIFIC RAFTING.

A NEW MENACE TO NAVIGATION OVERSEA.

Mariners and shipowners engaged in the transpacific trade are not likely to look with favour on the proposition of the Robertson Raft Company to tow log from Northern Pacific ports to Shanghai, because it adds a new peril to navigation which greatly increases the risk to their lives and property. Log rafting was introduced on this Coast many years ago. Two or more of the rafts first launched at the northern ports parted while being towed at San Francisco, and the ocean after was strewn with stray logs. No one can ever tell how many of the mysterious disappearance of deep-sea ships which have occurred since these log rafts broke up were attributable to collision with these unmarked obstructions to navigation. The piling of one log raft in mid-Pacific will certainly make the navigation of steam and sailing ships to and from the Orient and the Pacific island much more perilous than it is now. The unfortunate vessel which should collide end on with any of the stray logs from such a dispersed raft would probably never be heard of afterward, as she would be apt to founder with all aboard.

The Robertson Raft Company proposes, however, to embark in the risky and dangerous enterprise, for the sake of the enormous profit to be realized from log rafting. The raft to be built at a northern port and towed Shanghai is to be larger than any yet floated, which means a correspondingly increased menace to navigation. It is probable that the business of log rafting cannot now be regulated or prohibited, because of the absence of any international navigation law affecting the subject; but the enormous danger which the business threatens to commerce ought to prompt the maritime nations to reach an agreement which will either prohibit this kind of traffic or regulate it so that it will cease to be a peril to ocean navigation.

THE CRUISER "SULLY."

Mr. E. C. Wilks returned to the Colony this morning from the scene of the stranding of the *Sully*, and has since confirmed the statements made in our last issue regarding the condition of the cruiser. The pontoon, or cofferdam, he added, is in perfect order, and far from being broken up and discarded as was alleged. Everything is in readiness for the spring tide of the 15th inst., when another effort is to be made to re-float the ship.

THE WRECKAGE OF SEPARATION.

DISPERSAL OF CHURCH RELICS IN FRANCE.

Perhaps there is no town in the world where the curiosity industry flourishes as in Paris. Every back street has its old curiosity shop with an aged dame, framed by the doorway, lying in wait for the collector of artistic and reputedly ancient trifles. Within, you wander in a maze of old furniture and crockery, historic warming-pans and Imperial snuff-boxes. These are the strands, light as gossamer, but strong as steel, of the spider's web, and you, rash adventurer, are the fly. When you emerge, much damaged in purse, after contact with the venerable "brocanteuse"—the lady of the curiosity shop is always venerable—you may have a moment of exultation over your purchases, but such feelings are transitory; they give place to concern at your own foolishness when the expert you have called in denounces your bargains as so much rubbish. If, on the contrary, your confidence is strong within you, you will turn and read the expert until comes the inevitable reflection—that perhaps you were, after all, deceived. If it is pictures upon which you have set your heart, there is still greater risk that you may be badly "left" by the astute "marchand de tableaux."

A DESCENT ON MONTMARTRE.

Sometimes, when the scandal grows too loud for stifling, the police make a descent upon Montmartre, and in some secluded corner, far from the inquisitive eyes of the mere passer-by, they come across a perfect factory of false masterpieces. They will turn you out a Raphael or a Corot, depending whether your tastes are classical or early French. One man I know lived (or, rather, he failed to live) by exposing the "truces" of his fellow-dealers. He, says a Paris correspondent, published at periods a sort of stud-book of all the known pictures of the world, relating the price at which they were sold and their history and origin. Whereby it is proved that many a so-called "chef d'œuvre" in the picture shops was merely an impudent imposture. But he experienced the fate of the prophet in his own country. He was without honours, and finally without funds. The other day, when I passed the premises where he upheld the banner of commercial purity in art dealing as long as his credit would allow, another man's sign read above the door:

THE ETHICS OF THE WHITE MAN.

Perhaps people like being cheated; it gives them a little pleasurable excitement. Whether that explains it or not, it is certain that the dishonest art dealer is the reply to the dishonest purchaser of years ago. Just as the unscrupulous trader palmed off worthless goods upon the unsuspecting savage, unconsciously teaching him the ethics of the white man in a hurry to be rich, so the exploiters of other days are, in the third and fourth generation, being themselves exploited. The book-boxes on the Seine are a living example. Years ago it was possible to obtain a real bargain there. The bookworm, greedy, as a miser for literary treasure, swooped upon the priceless first edition and bore it away for a few pence. The news of these purchases was spread abroad and the bookseller became exceedingly wary. Today his caution is humorously exaggerated. You have merely to look a little interestedly at a well-worn tome and the reverend merchant approaches you and whispers a figure in your ear which is twelve times its worth. Even the peasants in hitherto unsophisticated regions beyond the ken of Paris have developed a spirit of plunder out of revenge, perhaps, for the deceptions practised on them in bygone times. No longer may you secure a Louis XIII. clock at a mere song; you have to pay, and pay well, for possession, and then cannot be sure of its bona fides.

KANSACKING THE CHURCHES.

At this moment the craze for relics is seriously exercising some artistic and literary minds. It has taken a strange turn, and, as usual, politics plays its part therein. The churches and convents of this fair France are being nosed by the curiosity dealers. Crucifixes are being run down, tapestries cut from their panels, and jewel-encrusted cups for the altar sold into alien hands. What is the reason of this? Precisely the threat of Separation and the dispersal of the Orders. The property of the Church is being realised to provide for the future, and the temples of the Catholic Faith are being turned, if not into a den of thieves, at least into a mart where sharp-eyed men and women chaffer with the cure over the disposal of Christian furniture. Public opinion is considerably moved at this dispersal of religious treasure, much of which is crossing the seas to America. Cannot the vandalism be stayed? asks Maurice Barres in an article of considerable force in the *Electeur*. He suggests that Parliament should intervene as it has done in Italy to prevent the exportation of objects of historic value. Presumably, however, the sufferer by such an interdiction would be the clergy and congregations from whom the State is cutting off the widespread to continue their religious worship. The State would be the gainer, but, apparently the State would not pay to retain the treasures.

THE DISAPPEARING WAYSIDE CROSS.

The riches of Church equipment is remarkable in France—far richer than was ever suspected before the recent publication of a report embracing the information available in each department. The real artistic wealth of the country resides, not in private collections and museums, but in the churches: sometimes in obscure little edifices situated in the heart of a mountainous region, and quite away from the beaten tracks. In these lanes you come across a Madonna or a piece of enamel work, the value of which if submitted to the auctioneer's hammer, might run to a million francs. Not the least unhappy of the results of an unhappy law is the liquidation of these works of art and piety that belong to the centuries, and the disappearance of the wayside cross, which, rearing its arms to heaven, seems to express the aspiration of the humble and contrite heart. But no, says modern Republican France, it is the symbol of priestly domination, and must be suppressed.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

"EMPRESS OF INDIA"—"KWANGTAI" COLLISION.

APPEAL DISMISSED.

(From Our Own Correspondent.)

Shanghai, 6th August, 2.40 p.m.

The appeal, in London, against the decision of Sir H. S. Wilkinson, in the case of the owners of the Chinese cruiser *Kwangtai* versus the owners of the *Empress of India* has been dismissed with costs.

The original suit for damages was instituted by the Imperial Chinese Government, as owners of the Chinese cruiser *Kwangtai* against the owners of the British Royal Mail steamer *Empress of India*, the Canadian Pacific Railway. It will be remembered that a collision took place between the two ships on the night of the 17th August, 1903, off the coast of China between the Lamock and Breaker Point. The cruiser received such injuries that she sank about an hour and forty minutes after the collision. The Chinese Government brought an action for damages and the late Chief Justice of Shanghai found that the *Empress* was alone to blame, and made the usual decrees against the owners for damages and costs. The C. P. R. appealed against this decision with the above result.—ED., H. K. T.]

GAMBLER AND THIEF

EXTRADITED FROM MACAO.

Kwok Wong was a rent collector in the employ of the well-known contractor, Tan Ho, of No. 8, Pottinger Street. It appears that he is also an inveterate gambler, and tiring of the mild form of dissipation obtainable at that description in Hongkong, he decided to go and have a flutter in Macao. But for this he required funds, and by the early part of the week had succeeded in accumulating collections to the amount of \$544. This he had received on behalf of Tan Ho. With this amount he was apparently satisfied, for he skipped out, and was next traced to Macao. Extradition proceedings were forthwith instituted, and at the request of the Hongkong authorities Kwok was handed over to detective sergeant J. J. Watt, for return to Hongkong for trial. When arrested in Macao \$340 were found in his possession. This morning Kwok was placed before Mr. G. N. Orme to answer to the charge of embezzling this sum.—Complainant said he paid defendant \$10 a month and also supplied him with his "chow." Defendant admitted the charge and had no defence.—Inspector Hanson said there were many other sums embezzled, but charges relating to these had been abandoned in order to bring the case within the jurisdiction of that court. The defendant might be summarily dealt with.—The man was sentenced to six months' hard labour.

VOLCANOES AND EARTH-QUAKES.

Shortly after the eruption of Tarawera, New Zealand, Sir Archibald Geikie, the famous geologist, wrote (*Contemporary Review*): "It has been plausibly suggested that the gradual increase in the thickness of the cool outer crust of the earth has offered continually augmenting resistance to the movements of the still hot interior, and hence that earthquakes and volcanic eruptions ought now to be less constant, but more violent, than in the olden times. The earth has been compared to a pot of porridge, which, after thorough boiling, has been taken off the fire. During the progress of boiling the escape of steam keeps the porridge in constant ebullition. But when cooling sets in and leads to the formation of a crust or skin on the surface, the steam, which cannot then so readily escape, finds its way out in intermittent puffs. As the skin thickens, the resistance it offers proportionately increases; the steam puffs become fewer, but larger; and the last spurts of porridge ejected are sometimes bigger and are thrown out further than any that preceded them."

This theory does not meet with the approval of Sir Archibald, for he says: "Never within human experience has there been more terrestrial disturbance than during the last few years. Not merely have movements been frequent; they have been not less remarkable for the wide region over which, one after another, they have been displayed, and for the magnitude of their effects. They have occurred in districts often previously affected by similar visitations; but they have also appeared in tracts that had never been known to be subject to them. If we may judge of the displays of subterranean activity from the amount of volcanic material ejected to the surface, and from the extent of the crumbling and fracturing of the solid crust involved in mountain structure, then we may rather conclude that the later disturbances have considerably exceeded the older in magnitude. Modern volcanoes and volcanic plateaux cover a wider area, and include a proportionately larger bulk of lava and ashes than those of older geological date. And even when every reasonable allowance has been made for the extent to which the older topographies of the earth's surface have been worn away and covered up, an equivalent among the older records can hardly be found to the stupendous disturbances by which modern mountain chains have been upheaved."

If we are still profoundly ignorant of the causes that produce volcanoes and earthquakes, we cannot plead in justification, says Geikie, that the phenomena themselves are either infrequent or obscure. But as observers are multiplying in all parts of the world, and as more precise methods of observation are being perfected, there is good reason to hope that some part at least of the mystery which still shrouds from us the interior of the globe may ere long be lifted.

SHIPPING AND MAILS.

MAILS DUE.

French (*Armand Bellet*) 7th inst.
Indian (*Aravali*) 8th inst.
American (*Manchuria*) 9th inst.
Australian (*Eastern*) 13th inst.
Canadian (*Empress of India*) 14th inst.
Australian (*Changha*) 19th inst.

The C. N. Co.'s s.s. *Yoshow* from Shanghai left 3rd inst., at noon, and is due here on 6th inst.
The s.s. *Indra* from New York left Singapore for this port at 6 a.m. to-day, and is due on 6th inst.
The F. M. S. Co.'s s.s. *Siberia* which left here on 6th ult., arrived at San Francisco, her destination, on and inst.

TELEGRAMS.

[Private.]

HONGKOW WHARVES.

INTERIM DIVIDEND.

Shanghai, 5th August.

The Shanghai & Hongkew Wharf Co., Limited, has declared an interim dividend of Six Tacks per share.

[We are indebted to Messrs Benjamin, Kelly and Potts for the above telegram.—Ed., H.K.T.]

[Official.]

THE ARMISTICE.

CONFIRMATORY NEWS.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, August 4, 2.20 p.m.

The Saghalien army reports that an independent cavalry force attacked and routed the enemy south of Pales on the afternoon of the 28th July capturing two field guns besides ammunition wagons, rifles and ammunition. On the 29th July, that force, co-operating with reinforcements, gave a hot pursuit on the enemy to the south of Tauran. At 5 a.m. on the 30th July, the enemy's parliamentary came to Tauran with a message from General Liapunov, military governor, addressed to the commander of the army, stating that lack of dressing materials and medicines and impossibility of treating the wounded compelled General Liapunov out of sentiments of humanity to ask a cessation of the hostilities. The commander of the army replied that all military stores, all movables and immovables belonging to the government and all documents concerning administrative and military matters be delivered and that a reply to the above be sent to Hamdasa by 10 a.m. on the 31st July. On the 31st July, the Russian delegate, Colonel Tribiti, came to Hamdasa and, after a conference with our delegate, General Koidzumi, accepted our conditions in toto. General Liapunov with about seventy officers and 3,200 men surrendered and they were taken prisoners.

[Reuter's.]

The Peace Conference.

IMPORTANT STATEMENTS.

LONDON, 3rd August.

On the arrival of M. de Witte at New York, Professor Maartens read a statement from M. de Witte to the reporters on the quay, in which he said he hoped that the acquaintance of two chivalrous foes, begun on the battlefield, would ripen into a lasting friendship; but Russia must adjudge the terms admissible before proceeding to formal negotiations. The Tsar's acceptance of President Roosevelt's invitation, involving as it did the unusual course of the appointment of a mission before the enemy's terms were even outlined, was an eloquent token of the friendly feelings of Russia towards the United States, and it was with a desire of strengthening that friendship that the Tsar accepted the invitation, and even if the mission was otherwise barren this would be a memorable event for Russia and the United States.

M. de Witte, interviewed on the voyage, minimised the importance of Russia's reverses, and said that the Japanese had not yet acquired such a supremacy as to make Russia consider them as a truly redoubtable enemy; they would have to advance four times as far before they would be in a position to impose terms. The internal situation of Russia would in no wise affect the question of peace; the bulk of the Russians regarded the war simply as a distant colonial war; not at all threatening the security of the country. He himself strongly favoured peace, but the Japanese must be convinced that peace was in no wise indispensable to Russia, who will never accept conditions even apparently offending her amour propre.

The Morocco Question.

Later.

The French note, giving details of the French programme at the Morocco Conference, has been handed to the German Ambassador in Paris.

The Anglo-Japanese Alliance.

At the discussion on the Foreign Office estimates in the House of Commons, the Opposition speakers unanimously favoured the renewal of the Anglo-Japanese alliance.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 5th at 12.5 p.m. The barometer has fallen on the coast of China and over Formosa. Pressure is highest over the China Sea and lowest over N. China and the Sea of Japan. Gradients are slight and moderate S. winds may be expected in the Formosa Channel, and light variable and SW. winds over the N. part of the China Sea. Forecast—light or moderate SW. winds.

GREEN ISLAND LIGHT.

NOTICE TO MARINERS.

Notice is given in the *Gazette* that on and after the 1st of January, 1906, the existing light at Green Island will be discontinued, and a light with the following characteristics substituted:—

The illuminating apparatus will be dioptric, of the first order, occulting, for 3 seconds every 20 seconds. The light will show white from E. 1/4 S., through West, to NW. 1/4 W. Thence red to N. 1/4 E. From N. 1/4 E. to E. 1/4 S. it will be obscured by Green Island. The focal plane of the light will be 110 feet above high water, and in clear weather it should be seen at a distance of 18 nautical miles. The tower will be round, of brick, painted white. The dwelling will be white. The total height of the lighthouse, from base to vane, will be 58 feet. The position of the lighthouse is—Latitude 22° 17' 18" N., Longitude 114° 6' 4" E.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Following is the report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the office of the company, on Tuesday, the 15th inst., at 12 o'clock, noon.

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st June last.

After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including \$26,160.88 brought forward from last account, the sum of \$38,664.32 at credit of profit and loss account. From this amount the directors recommend that a dividend of one dollar per share or \$80.00 be paid to shareholders, leaving a balance of \$3,064.32 to be carried forward to new account.

Keen competition on all lines of the company's trade has continued during the six months under review and there are no new features to report in connection with the working of the steamers.

Upon the departure of the Hon. W. J. Gresson from the Colony the Hon. C. W. Dickson was invited to rejoin the board subject to confirmation by the shareholders at this meeting. In accordance with the Articles of Association, Messrs. N. A. Siebs and A. Haupt retire from the board by rotation, and, being eligible, offer themselves for re-election. Mr. R. A. Gomes is absent from the board on leave. The retiring auditors, Messrs. A.O.D. Gouldin and W. H. Potts also offer themselves for re-election.

C. W. DICKSON, Chairman.

Hongkong, 3rd August, 1905.

Following are the accounts:—

ASSETS.	
June 30th, 1905.	
Value of steamers <i>Nonan</i> , <i>Powan</i> , <i>Hingshan</i> , <i>Lungshan</i> , <i>Hsiao</i> , <i>Fishan</i> and <i>Kinshan</i> and 3rd of <i>Sainam</i> , <i>Nanning</i> , <i>Takling</i> , <i>Linton</i> & <i>Sanul</i> , \$	942,800.00
" of lighters <i>Sunlee</i> & <i>Wole</i> " of wharves, hulks and moorings	8,250.00
" of properties at Canton Wuchow and Kiangkun	78,900.00
" of spare gear	15,634.86
" of furniture	750.00
" of shares in public companies	650,242.00
" of Chinese bonds	1,100.00
Loans on mortgage	514,000.00
Interest accrued	2,259.77
Premia on marine policies unexpired	10,817.69
Sundry debtors	10,984.91
	\$2,398,283.49

LIABILITIES.	
June 30th, 1905.	
Amount of capital 70,000 shares of \$15 each fully paid up	\$1,050,000.00
" at credit of depreciation and insurance fund	6,000,000.00
" at credit of equalization of dividend fund	250,000.00
" at credit of investment fluctuation account	145,376.38
Unclaimed dividends	7,044.50
Sundry creditors	16,534.03
Hongkong & Shanghai Banking Corporation, current account	91,259.26
Amount at credit of profit and loss account	83,664.32
	\$2,398,283.49

PROFIT AND LOSS ACCOUNT.	
June 30th, 1905.	
To amount paid for repairs to ships	36,955.18
" Directors and auditors' fees	4,750.00
Balance to be appropriated, viz:—	
Dividend of \$1 per share on 80,000 shares	\$80,000.00
To be carried forward to new a/c.	88,664.32
	\$129,769.50
By amount brought forward from last account	26,160.88
" Net earnings of steamers	61,209.18
" Interest on investments	42,311.94
" Transfer fees	87.50
	\$129,769.50

DEPRECIATION AND INSURANCE FUND.

June 30th, 1905.

To balance	\$ 600,000.00
By amount at credit	\$ 600,000.00

EQUALIZATION OF DIVIDEND FUND.

June 30th, 1905.

To balance	\$ 250,000.00
By amount at credit	\$ 250,000.00

F. & O. F.

Hongkong, 3rd August, 1905.

T. ARNOLD, Secretary.

We have compared the above statement with the books, vouchers and securities of the company, and certify the same to be correct.

A. O'D. GOULDIN, Auditor.

W. HUTTON POTTS, Auditor.

THE GUNPOWDER WIZARD OF JAPAN.

A SKETCH OF DR. GIAN SHIMOSE.

While the whole world is filled with amazement, and even consternation; at the victorious arms of Japan, alike on land and sea, few people give a thought to the wonderful powder known as "shimose," after its ingenious and expert chemist-inventor, which has wrought such terrific havoc among the hosts of Imperial Russia.

As all the world knows, every nation has its own pet rifle for the army, and its peculiar theories about naval ordnance also. Germany swears by her Mauser, we have our Lee-Enfield, and so on. Similarly every nation has its own "high explosive," the British cordite, the French meunite, etc. In all cases the various Government chemists pursue their investigations and experiments in absolute secrecy.

AN UNKNOWN POWER.

As in all other departments of Japan's wonderful work, an all but impenetrable veil of secrecy has been drawn over the investigations, and even the personality of her chemist in explosives, Dr. Gian Shimose. He was born in the very humblest circumstances in the province of Hiroshima, some forty seven years ago, when railways and regular steamers were practically unknown in the Island Empire. And yet as a youth Shimose determined to make his way to the capital, although it is over 480 miles from his native village in Hiroshima to Tokio.

That his plans were already fully developed in his mind will be seen from the fact that on reaching the Japanese capital he was able to pass a fairly stiff examination at once, and forthwith gained the first round in the battle of his life by entering the Imperial University, one of the most go-ahead, academical institutions in the world, not even excepting Yale, Harvard and Columbia.

BUT HIS STUDIES IN THE HOME VILLAGE.

But his studies in the home village were necessarily limited for want of books; and now on arrival in the great, rambling, teeming city of Tokio, we find Shimose compelled to beg and borrow text books from ex-students who took pity on him, and he has been known to stay up whole nights copying some of these by hand, in order that the books themselves might be faithfully returned to their owners in the shortest possible time.

HIS INDOMITABLE SPIRIT.

It is no exaggeration to say that young Shimose quite commonly felt the pinch of actual starvation. Certain it is he was ordinarily without the few coppers necessary for the barber or the bath man; it need hardly be said that the future hero of his country passed every examination with perfect precision; yet, strange to say, after graduating with the highest honours, he could find no better employment than assistant in a humble printing office, at wages which appear to us simply laughable—something under ten shillings a week!

But even in those days of obscurity Shimose's restless spirit was casting about for openings for his ability. He was wondering what destiny had mapped out for him, and had, moreover, a craze for "bettering himself" that would have done credit to a conscientious City clerk. He became so skillful in the printing office, that it suddenly occurred to him he might get employment from the Government in this way, and at length, after many demonstrations of his ability, he was given, on trial, a somewhat responsible position in the Government Printing Works in Tokio.

It was at this stage of his career that Shimose turned his thoughts to invention, and, naturally enough, he began operations in connection with his own employment. After many experiments he succeeded in producing the curious ink which is now used in Japan for bank notes and paper money generally, and which renders forgery and alteration practically impossible. The secret, like all Japanese secrets, was so well kept that the productions of the very ablest counterfeiters were instantly detected.

BUT HE WAS EMPLOYED IN THE GOVERNMENT PRINTING WORKS THAT SHIMOSE TURNED HIS ATTENTION TO NAVAL AND MILITARY IMPLEMENTS OF ALL KINDS, OFFENSIVE AND DEFENSIVE.

He was brought into contact with naval and military officers, both foreign and native, and began to discuss eagerly with them the components of the various high explosives used throughout the world.

BEST NOT GOOD ENOUGH.

He soon saw that most of the smokeless powders of the world—and, indeed, also the Japanese service powder in use at that time, and known as "men kayaku" had very serious defects. The "men kayaku" had been adopted by the Japanese Government as a kind of best quality, and it certainly possessed of all the service powders of Great Britain, France, Germany, and Russia. Unfortunately, when dry the slightest concussion was apt to set it off, and it was found absolutely necessary by the then War C. emit of Japan to add at least 20 per cent, of moisture to it, if it were to be considered at all safe.

But, like all high explosives, the stuff was extremely capricious and delicate, and the slightest excess of moisture caused it to become entirely non-explosive. It was also very difficult to keep, and in a year would dry up completely. In some respects the "men kayaku" resembled the American "geralline," which is tremendous in power, but is apt to get frozen in very cold weather, and this fact has brought about very terrible tragedies in mines and elsewhere.

After a time Japan grew extremely dissatisfied with her service powder, and began to make inquiries about the American "moshite," the French "melinite," and the "hoplit" of Germany. Dr. Shimose one day resolved to devote himself entirely to the production of a new powder which should be as perfect as it was humanly possible to make it. He would, he said to himself, devote years to the work if necessary.

To the writer, who met him recently in Sasebo, the great naval arsenal of Japan, the doctor declared modestly that he had spent "a little over eleven years" in producing the terrible explosive which now bears his name. He is an exceedingly modest little man, this War Chemist of Japan; and not from himself, but from high Government officials, was I able to learn that he was in the habit of spending entire days and nights in his laboratory, working year after year upon his powder.

On one occasion he was nearly blinded for life by a premature explosion, during one of his experiments. Very frequently his hands and fingers were dreadfully burned; but nothing ever seemed to turn him from his purpose, and at length, when the now famous "shimose powder" was a perfect chemical compound, he took it modestly to his Government, with results now known to all the world.

A DESTROYER OF EMPIRE.

"It is the most wonderful stuff I have ever come across," remarked a Japanese artillery major to the writer. "I have seen Shimose heap coals of fire on a stack of it bang it with all his force with an iron mallet and even fire shot into it. But the most alarming thing he could make it do under these and other conditions was to burn freely

like tar, and give off a sickly smoke. But only use the simple little chemical fumigating device which its inventor has provided for it and then indeed you will see the force which has annihilated the power of Imperial Russia.

"Dr. Shimose once sprinkled some of his powder in a circle on a flat iron surface two inches thick, and when he caused it to explode the mere powder alone drove a hole right through the iron, exactly the same size as the ring of powder. This is one very peculiar feature of the shimose powder. I was present at a confidential experiment conducted by the Imperial Naval Department which interested me very much. Great balks of massive oak timber were piled up twenty feet high in a square of nine feet, forming a kind of massive tower.

"A shell was fired at this from a 6 in naval gun, and the effect was truly amazing. The tower of practically solid oak was not only shattered into fragments and scattered like shavings, I have seen this wonderful powder, which we, at any rate, consider superior to that used by any other Great Power in the world, first strike through an object, and then expend all the terrific force of its explosion many feet beyond it. It seems to possess several distinct energies.—Ed.

MYSTERIOUS DISEASE.

HUNDREDS STRUCK BLIND.

A somewhat remarkable eye disease is at present prevalent in several parts of British Central Africa, North-Eastern Rhodesia, and in Portuguese Zambesia. At first it was noticeable in cattle, sheep, and goats, and only recently was it found to have attacked the natives.

The disease is at present raging from Port Herald, a British station on the Zambesi, right on towards Teite, a distance of over two hundred miles, and at this latter place it is reported to be quite an epidemic.

Mr. William Annot, a traveller, who recently returned to England from Teite, states that he observed hundreds who were suffering from the disease, and a large number were totally blind. One of the sights of Teite on a Sunday morning is the long lines of blind people who enter the town to beg, each string being led by a little boy or girl.

At first a white spot is observed on the eyeball, and this in a short space of time becomes highly inflamed. The eye then discharges a white, milky fluid, and the whole of the eye becomes covered with a white film. This is the critical stage of the malady, and if the disease is very severe the eyeball bursts, thus destroying the sight entirely.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of 4th inst., Messrs. Benjamin, Kelly and Potts state:—

Business during the period under review has been fairly brisk and an appreciation in the values of most of our good securities has to be noted. The chief event of the week has been the announcement of a handsome interim dividend on China Sugars, which has not only caused a sharp rise in the stock but has also had a beneficial influence on the market generally.

Banks.—Hongkong and Shanghai Banks are somewhat easier and have sellers at \$91.5. The sterling rate in London remains unchanged at \$80.10s. Nationals are still in request at \$38.

Marine Insurances.—Cantons are quiet at \$325 and may be obtained at this price. China Traders have been booked at \$75 and more shares can be placed. There is nothing doing in either North China or Yangtzes and quotations are unaltered at Tls. 82 and 172 1/2 respectively.

Shipping.—Business has been done in Hongkong, Canton and Macao Steamboats at \$163, at which rate there are further buyers. Indo-China are very steady and have been negotiated at \$93 and \$94. In other stocks under this head, there is hardly anything doing and rates are unchanged.

Refineries.—Since the announcement of the interim dividend of \$10, China Sugars have advanced by leaps and bounds and close to-day with buyers at \$245, a rise of \$26 in a week. Luzons are out of favour at \$27. Transactions in Perak Sugars are reported at Tls. 68 and further shares are wanted.

Mining.—Chinese Engineerings remain in demand at Tls. 7 1/2. Raubs have gone down to \$3.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are quiet at \$165. Farnhams have been booked and are wanted at the improved rate Tls. 142. Kowloon Wharfs can be placed at \$100 and Hongkew Wharfs have buyers at Tls. 105, after sales at Tls. 102 1/2.

Lands, Hotels and Buildings.—Hongkong Lands have hardened and are inquired for at \$120. Kowloon Lands are offering at \$10. West Points have been in some demand and have risen to \$33, closing with buyers at this rate. Shanghai Lands have further improved and have been taken off the market at \$146. Aster House Hotels have changed hands at \$514 and \$512. Sales of Humphreys Estate have been effected at \$121.

Cotton Mills.—Ewes have been disposed of at \$11.49, and Hongkong Cottons are on offer at \$153. In other stocks in this section, no change has taken place.

Cigar Factories.—Small sales of Sumatras reported at Tls. 6 1/2.

Miscellaneous.—Green Island Cements have been dealt in at \$261 and \$26 and now close in demand at \$27. Electrica quoted at \$151 for the old and at \$16 for the new shares. China Providents have found buyers at \$81. Ices are to be had at \$32 1/2 ex the interim dividend of \$3 paid on the 2nd instant. There are buyers of A. S. Watsons at \$13 and William Powells at \$11. Langkats have been sold to a small extent at Tls. 190 and more shares are obtainable.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 1/2
Do. demand	1/10 1/2
Do. 4 months' sight	1/10 1/2
France—Bank T.T.	2/30 1/2
Merica—Bank T.T.	1/51
Germany—Bank T.T.	1/93
India T.T.	1/140 1/2
Do. demand	1/141
Shanghai—Bank T.T.	8 1/2 prem.
Singapore T.T.	8 1/2
Japan—Bank T.T.	92 1/2
Java—Bank T.T.	113 1/2
Buying.	
4 months' sight L/C.	1/10 1/2
6 months' sight L/C.	1/11 1/2
30 days' sight San Francisco & New York 4 1/2	4 1/2
4 months' sight	4 1/2

Intimations.

THE

ROBINSON PIANO COMPANY, LD.

MAKERS OF

HIGH-CLASS PIANOS.

SPECIALLY BUILT FOR THIS

CLIMATE.

UPON SCIENTIFIC PRINCIPLES,

OF THE

FINEST MATERIALS,

AND UNDER THE

PERSONAL SUPERVISION

OF

FIRST-CLASS EXPERT EUROPEAN

MANAGEMENT.

TUNERS,

POLISHERS,

REPAIRERS.

"EVERYTHING

KNOWN IN MUSIC."

MUSICAL INSTRUMENTS

AND

TALKING MACHINES.

Cash or Easy Payments.

Hongkong, 20th July, 1905

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TELEPHONE NO. 135.

THE FAVOURITE BRANDY OF THE

FRENCH IS.

MARTELL'S

*...\$25.00 per Case of one Dozen

*...28.00 " " "

V.S.O.P. ... 49.00 " " "

V.V.S.O.P. ... 90.00 " " "

Even their cheapest quality is recommended by the Medical Faculty for Invalids and delicate people.

BUY THE GENUINE

"TANSAN"

BOTTLED BY

THE

CLIFFORD-WILKINSON TANSAN

MINERAL WATER CO., LD.

KOBE—JAPAN.

Per Case of 48 Half-bottles\$6.50

Per Dozen " 1.70

Per Case of 100 Quarter 8.00

Per Dozen Quarter Bottles 1.10

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

PRICE LIST ON APPLICATION.

Hongkong, 1st August, 1905.

[714]

10 days' sight Sydney and Melbourne 1/11 3/16	
1 months' sight France	2.40
1 months' sight	2.42
4 months' sight Germany	1.97
Bar Silver	27 1/2
Bank of England rate	21 1/2
Sovereigns	10.58

OPUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	1,195
" Old	1,250/1,270
" Older	1,300/1,350
" Oldest	1,400
Patna New	1,155
" Old	1,170
Benares New	1,672 1/2
" Old	1,694 1/2
Perian (Hager)	780/810

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"ANTENOR"	5th August.
GLASGOW AND LIVERPOOL	"ORESTES"	7th "
GLASGOW AND LIVERPOOL	"OPACK"	9th "
GLASGOW AND LIVERPOOL	"ULYSSES"	9th "
GLASGOW AND LIVERPOOL	"PELEUS"	16th "
GLASGOW AND LIVERPOOL	"ALCINOUS"	23rd "
GLASGOW AND LIVERPOOL	"AGAMEMNON"	30th "
GLASGOW AND LIVERPOOL	"JASON"	31st "
GLASGOW AND LIVERPOOL	"TEENKAJ"	6th September.

S.S. "Orestes" left Singapore on the afternoon of the 3rd inst., and is due here on the 7th.
S.S. "Opack" left Singapore on the afternoon of the 3rd inst., and is due here on the 8th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AJAX"	6th August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th "
* GENOA, MARSEILLES & L'POOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	13th September.
* GENOA, MARSEILLES & L'POOL	"YANGTSE"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"JASON"	3rd September.

WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	17th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th August, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAHSING"	8th August.
MANILA	"TEAN"	8th "
CEBU and ILOILO	"KAIFONG"	10th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	14th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

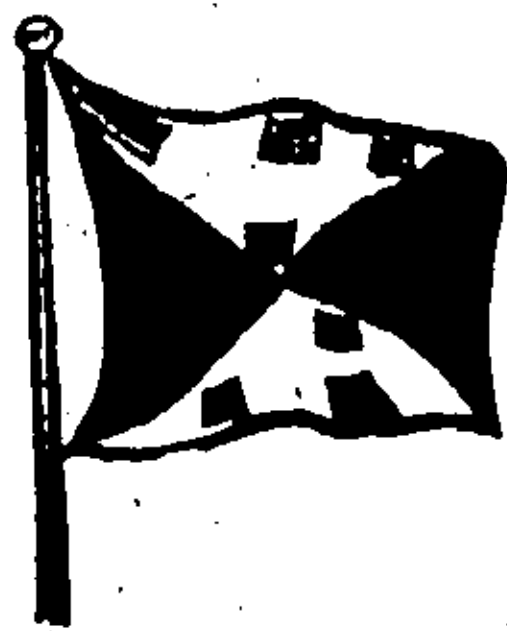
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th August, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.—Electric
Light.—Perfect Cuisine.—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nolley	MANILA	SATURDAY, 12th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 19th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th August, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"INDRAWADI"	THURSDAY, 10th August.
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 25th July, 1905.

DOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Paper,
Copying Presses, also Automatic Cyclostyle
and Ellama Duplicator.

Hongkong, 23rd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 529.

(64)

Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING ORAI"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket \$1; Return, \$2; 3rd Class, Single, 30
cents; Return, 50 cents; Storage, 10 cents.
Breakfast, Tea and Dinner are supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

* MING ON & Co.,

2nd Floor, No. 16, Victoria Street,
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have excellent
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$4.
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 26th June, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SANDAKAN	MAUSANG	MONDAY, 7th August, 3 P.M.
SHANGHAI via SWATOW	CHOY SANG	TUESDAY, 8th August, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	WEDNESDAY, 9th August, Noon.

* Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Kudat, Uluken, Jesselton and Labuan.

* Taking Cargo on through Bills of Lading to Chefoo, Newchwang, Tientsin and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 5th August, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metcalf	August 12th, 1905.
"ARAGONIA"	5,198	Schmidt	September 1st, "
"NICOMEDIA"	4,370	Wagemann	September 26th, "
"NUMANTIA"	4,370	Feldmann	October 14th, "

The S.S. "Aragonia" left Portland on July 22nd, and is expected to arrive here on August 22nd.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

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COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"

Captain Guionnet, will be despatched for the
above Ports, on or about MONDAY, the 7th
instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 1st August, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched for the
above Ports, on WEDNESDAY, the 9th
August, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th July, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY, EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS she makes an EXCURSION
TRIP to MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.The "Ying King" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.FARES:
First Class single journey to Canton \$3.00
Second " " " " " 1.50First class single journey to Macao 1.00
" " " " " " " 1.00" " return " " " " " 2.00
Second " single " " " " " 80 Cents." " return " " " " " 1.50
Third " single " " " " " 50 "

" " return " " " " " 30 "

Breakfast, Tea or Dinner \$1 each only.
Wine and Spirit of the best brand are sold
at the Wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Perseus".For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or toMessrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SAINT HUGO" 15th August, 1905.

"SHIMOSA" 25th "

"SATSUMA" 25th September, "

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 2nd August, 1905.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 4th August, 1905. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lupp Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shiu "

" Breast—Ngau Lam "

" Soup, Tong Yuk "

" Steak—Ngau Yuk Pa "

" Serjoin—Ngau Lau "

" Sausages—Ngau Yuk Chung "

Bullock's Brains— " Know—per set

" Tongue fresh—Ngau Li—each

" " corned—Ham Ngau Li—each

" Head—Ngau Tau "

" Heart—Ngau Sum "

" Hump, Salt—Ngau Kin "

" Feet—Ngau Kerk—each

" Kidneys—Ngau Yiu "

" Tail—Ngau Mei "

" Liver—Ngau Con "

" Tripe (undressed)—Ngau To "

Calves' Head and Feet—Ngau-chai-

tan-keok—set

Mutton Chop—Yeung Pai Kwat "

" Leg—Yeung Pei "

" Shoulder—Yeung Shau "

Pigs' Chindings—Chi cheong "

" Brains—Chi Know—per set

" Feet—Chi Kerk "

" Fry—Chi Chak "

" Head—Chi Tau "

" Heart—Chi Sum—each

" Kidneys—Chi Yiu—pair

" Liver—Chi Kon "

Pork, Chop—Chi Pai Kwat "

" Corned—Ham Chu Yuk "

" Leg—Chu Pei "

" Fat or Lard—Chu Yau "

Sheep's Head and Feet—Yeung Tau

" Keok—each

" Heart—Yeung Sum—each

" Kidneys—Yeung Yiu "

" Liver—Yeung Con "

Sucking Pigs, To Order—Chu Chai "

Suet, Beef—Sang Ngau Yau "

" Mutton—Sang Yeung Yau "

Veal—Ngau Chai Yuk "

" Sausages—Ngau Chai Yuk Tong "

POULTRY.

Chicken—Kai Chai "

Capons, Large, Small—Sin Kai "

Ducks—Ap "

Doves—Pan Kai—each

Eggs, Hen—Kai Tan—each doz.

Fowls, Canton—Kai "

" Hainan—Hoi Nam Kai "

Geese—Ngo "

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo—pair

Musk Deer—Wong Keng—each

Hare—Tu Chai "

Partridge—Che Khoo "

Pheasant—Shan Kai—pair

Pigeons, Canton—Pak Kup—each

" Hoihow—Hoihow Pak Kup "

Quail—Um Chun "

Rice Birds—Wo Fa Cheuk—dozen

Snipe—Sa Chui—each

Turkeys, Cock—Fo Kai Kung "

" Hen— " Na—pair

Wild Ducks, Shanghai, Sui-ap—each

Teal, Shanghai, Sui Ap Chai—each

Wild Ducks Canton—Sang Shing Sui

Ap—per pair

FISH.

Barbel—Ka Yu "

Bream—Bin Yu "

Canton Fresh Water Fish—Hoi Sin Yu "

Carp—Li Yu "

Catfish—Chik Yu "

Codfish—Mun Yu "

Crabs—Hai "

Cuttie Fish—Muk Yu "

Dab—Sa Mang Yu "

Dace—Wong Mei Lun "

Dog Fish—Tui Tu Sa "

Eels, Congor—Hoi Man Yu "

" Fresh water—Tam Sui Yu "

" Yellow—Wong Sin "

Frogs—Tien Kai "

Garoupa—Sek Pan "

Gudgeon—Pak Kup Yu "

BRITISH SUBJECTS AND FOREIGN PASSPORTS.

BY W. A. DRAVLEY HONIGGERS.

[Continued from page 3]

To the Russian his passport is more valuable than his soul, the latter being an imperishable commodity about which he has the haziest notions, but the former constitutes his legal individuality. A Russian who has no passport is, *ipso facto*, a vagabond; he is not an economic unit, he has no name, no age, no wife, no children, no house, no home, no existence in the eyes of law. I hold no brief for the defence of the passport system, and cheerfully admit that it is an anachronism; it is opposed to the spirit of our times; but the fact remains that it exists in certain countries, and I venture to submit that in those countries the British subject who has been provided with a passport by his Government should feel that his passport was a protection to him. He should feel moderately sure that his British passport will be accepted as a guarantee of his identity, and will not cause him to be regarded with suspicion as a probable conspirator against the existing order of things. At present, however, the methods in use for issuing passports to British subjects are rather casual. A man who wishes to go to countries where passports are required goes to his bankers, who obtain it for him; he has it visé by a Consul of the foreign country, who takes no pains to verify his identity, and does not even insist on seeing him, and yet this document thus obtained is supposed to be a *passport justification*. If the Englishman who wishes to visit a country where passports are required should be resident abroad, or already in his travels before he had formulated his intention, he has only to go to the nearest British Consul and he will find no difficulty in taking out a passport.

Either the passport is a farce, or it is an important document; if it is regarded as a farce it should not be issued at all; if it is an important document its issue should be hedged round with proper precautions.

To argue that no passport can be a protection because it is possible to obtain a forged passport, is to miss the point. It would be as logical to argue that till-deeds are useless because they can be forged. The Socialist, for instance, might be prepared to maintain that till-deeds were just as absurd as passports.

For many reasons, therefore, it is satisfactory to see that the Government are taking steps to safeguard the validity of the passports they issue.—P.M.G.

WHEN MAN WILL BE ALL BRAIN.

Dr. Burt Green Wilder, the well-known neurologist of Cornell University, has a collection of human brains, in the neighbourhood of a thousand in number, and he is constantly adding to it. Not a few prominent men, among them Mark Twain, have willed their brains to Dr. Wilder. Naturally the neurologist, with his large collection now in hand, has an exceptional opportunity to study the organ.

A short time ago, while in conversation with a group of student friends, he made the most startling prophecy for the future of man. "It is no play of the imagination," said he, "to say that some time in the future the body of man will not exist—he will be just brain. We are fast approaching that state now. The eternal law of nature, which says that all things that are not used shall not exist, is at work with man. Man is not using his body, but his brain, therefore the body must cease to be. Evolution works slowly but truly. You know Emerson said we have canes and crutches, but we have forgotten how to work. It is true. Just to give you an idea how fast our bodies are becoming dwarfed and weakened I might mention the fact that less than 3000 years ago—an extremely short time in the course of evolution—all people were athletes, and a man at the Olympic games in Greece made a broad jump of sixty feet. Something like twenty-five feet is the limit now. In these days an athlete is such a wonder that we pay money to see him perform little feats that a 5-year-old child could do in former times.

"Conditions have changed wonderfully in this short space of 3000 years. Even at this very moment evolution seems to be jumping and hastening forward at a pace unknown to the past. This is especially true with the brain. Dr. John Carty of Chicago, who has made measurements of the heads of students for the last dozen years, says that the head of the average American student has grown an inch in circumference in that space of time. I do not doubt the truth of the statement.

"When, however, we consider what the brain must yet come to and how hard it is now to learn and to perceive things, we know the brain has really just begun to develop. It is even difficult to remember what we have once been told. We have to be drilled and drilled before we learn a thing. In fact, the brain is quite stupid when we consider its limitations. This will not be true when the brain is further advanced.

"You probably wonder, when we have become a mere lump of brain without a body, how we can transport ourselves from place to place, how we can talk without a mouth, how the brain will get nourishment for itself and how the race will reproduce itself. It is not so difficult to understand something of how all this will be done. Evolution and science will take care of it all. You know that even now people often know what another is thinking without a word having been uttered. Ways thoughts seem to pass through the air. So by the mere thinking wave currents of thought will be sent out and all other brains may receive them, even as wireless telegraph instrument receive their wave vibrations. As we consider that we have now instruments which can detect the beat of a candle a mile away. We shall have more delicate machines, which will catch the power of the wave thoughts and set the machines in motion. Likewise chemically predigested food will be supplied to the brain by the use of a machine run by the force of thought. The science of chemistry will easily take care of the reproduction of the race of brains."

Shipping.

Bourbon, Fr. s.s., 997, Ch. Sisco, 4th Aug.—Cheloo 30th July, Vermicelli.—Wo Fat. Proteus, Nor. s.s., 1,024, N. C. Krabbe, 4th Aug.—Tamsui via Amoy and Swatow 3rd Aug.—O. S. K.

Loongmoon, Ger. s.s., 1,745, F. Kalkofen, 1st Aug.—Chinking 1st Aug., Gen. and Rice.—S. & Co.

Hongkong, Fr. s.s., 742, A. Suzzoni, 5th Aug.—Haiphong and Hoihow 4th Aug, Rice, Sugar, Pigs and Bullock.—A. R. M.

Chinhua, Br. s.s., 1,348, J. Meathel, 1st Aug.—Canton 4th Aug, Gen.—B. & S.

Clearances at the Harbour Office.

Protea, for Swatow.
Loongmoon, for Canton.
Drumgith, for Bumbury.
Brooklyn, for Saigon.
Rajaburi, for Bangkok.
Sungkhong, for Manila.
Candia, for Shanghai.
Tijuanas, for Balikpapan.
Quinta, for Bangkok.
Hawong, for Bandakun.
Blackhead, for Sourabaya.
Rakdale, for Rangoon.
Chinhua, for Shanghai.
Hopang, for Singapore.
Larles, for Swatow.
Koranna, for Calcutta.

August 4.

Henarby, for Bangkok.
August 5.
Zafro, for Manila.
Rajaburi, for Bangkok.
Pawnee, for Yokohama.
Siam, for Fochow.
Candia, for Shanghai.
Sungkhong, for Manila.
Tijuanas, for Makassar.
Hopang, for Singapore.
Yikang, for Shanghai.
Siam, for Bangkok.
Loongmoon, for Canton.

Per Hongkong, from Haiphong, &c.—Mr. and Mrs. W. K. and child, Messrs. Minckiss, Marais, Fay, Duclax, Camin, Pigrenard and Sessmaisons.

Shipping Report.

Str. Proteus from Tamsui.—Calm and SW. wind, light breeze.

Str. Hongkong from Haiphong.—Light SE. wind, small sea, and very fine weather.

Vessels in Port.

Anglin, Ger. s.s., 1,001, D. Reimers, 3rd Aug.—Bangkok 27th July, Rice.—B. & S.

Arabia, Ger. s.s., 2,868, H. Meisenstein, 3rd Aug.—Portland via Japan 2nd July, Gen.—P. & A. S. Co.

Athenian, Br. s.s., 2,440, S. Robinson, R.M.S., 26th July.—Vancouver, B.C., 26th July, and Shanghai 27th July, Flour and Gen.—C. P. R. Co.

Battenhall, Br. s.s., 1,378, Chas. T. nison, 26th July.—Sourabaya 20th July, Sugar.—D. & Co., Ltd.

Blackhead, Br. s.s., 1,719, Sherborne, 27th July.—Canton 27th July, Gen.—D. & Co., Ltd.

Broholm, Dan. s.s., 877, C. G. Birkholm, 30th July.—Hoihow 27th July, Sugar.—S. W. & Co.

Capri, Ital. s.s., 4,195, G. Balisti, 3rd Aug.—Singapore 28th July, Gen.—C. & Co.

Cheang Chew, Br. s.s., 1,213, E. Edwards, 25th July.—Singapore 10th July, Gen.—Chin-nee.

Doric, Br. s.s., 2,936, H. Smith, R.M.S., 31st July.—San Francisco 1st July, Honolulu 8th, Yokohama 21st, Kobe 23rd, Nagasaki 25th, and Shanghai 29th, Mails and Gen.—O. & O. S. Co.

Eskdale, Br. s.s., 2,926, Duff, 3rd Aug.—Hongay 2nd Aug, Coal.—B. & S.

Germunia, Ger. s.s., 1,000, H. Juelg, 30th July.—Sydney 17th July, Cocon.—S. & Co.

Hohenzollern, Ger. s.s., 6,660, O. Kruft, 20th July.—from Genoa, Ballast.—M. & Co.

Holstein, Ger. s.s., 985, A. Niejahr, 28th July.—Haiphong and Hoihow 27th July, Rice.—I. & Co.

Indravelli, Br. s.s., 3,768, S. Cullington, 2nd Aug.—Durban 30th June, Ballast.—G. L. & Co.

Kaifong, Br. s.s., 985, E. Finlayson, 2nd Aug.—Cebu and Hoihow 29th July, Sugar.—B. & S.

Kensington, Br. s.s., 2,217, Dower, 22nd July.—Salina Cruz 19th June, Ballast.—C. C. S. S. Co.

Lisa, Swed. s.s., 1,577, H. Hornhold, 21st July.—Kobe 17th July, Gen.—Shun Tai S. N. Co.

Mnusing, Br. s.s., 1,644, R. Houghton, 21st July.—Sakakani 15th July, Timber and Gen.—J. M. & Co.

Nam Sang, Br. s.s., 2,591, Geo. Payne, 29th July.—Calcutta 15th July, via Penang and Singapore 24th, Gen.—J. M. & Co.

Phra Nang, Ger. s.s., 1,021, F. v. Mangelsdorff, 2nd Aug.—Bangkok 27th July, Rice.—B. & S.

Signal, Ger. s.s., 997, A. Bendixen, 30th July.—Bangkok 23rd July, Rice and Wood.—J. & Co.

Stronhus, Br. s.s., 3,981, W. I. Stock, 2nd Aug.—Bali Papan (Borneo) 26th July, Petroleum.—A. P. Co.

Tean, Br. s.s., 1,745, P. M. Brown, 4th Aug.—Manila 1st Aug, Gen.—B. & S.

Thyra, Nor. s.s., 2,419, P. M. Toyre, 3rd Aug.—Kuchinotzu 27th July, Coal.—M. B. K.

Wallace, Br. s.s., 2,536, W. Smith, 2nd Aug.—Moj 26th July, Coal.—S. T. & Co.

Wilk, Ger. s.s., 4,000, H. Cantens, 31st July.—Moj 23rd July, Coal.—Order.

Zweana, Br. s.s., 1,740, J. Ewart, 1st Aug.—Rangoon 21st July, Kerosine.—Chinese.

SAILING VESSELS.

Eclipse, Br. ship, 2,259, McBryde, 31st July.—New York 14th April, Oil.—S. O. Co.

Pass of Brander, Br. ship, 2,000, W. J. Ryder, 28th July.—Philadelphia 14th April, Case Oil.—S. O. Co.

Hongkong & Whampoa Dock Returns.
Paschan, at Kowloon Dock.
Tak Mi, " " " "
Paul Beau, " " " "
Germania, " " " "
Hasi Wagner, " " " "
Signal, " " " "
Hongkong, " " " "
Jadavelli, " " " " Cosmopolitan

Steamers Expected.

Vessel	From	Agents	Due
Nochow	Shanghai	B. & S.	Aug. 6
Bechuania	Shanghai	N. Y. K.	Aug. 6
Armand Behic	Saigon	M. M.	Aug. 7
Saxonia	Singapore	H. A. L.	Aug. 7
Orestes	Singapore	B. & S.	Aug. 7
Armaton Avar	Singapore	D. S. & Co.	Aug. 8
Banca	Singapore	P. O. & Co.	Aug. 8
Glenroy	Singapore	M. G. & G.	Aug. 8
Coppa-k	Singapore	B. & S.	Aug. 8
Manchuria	Yagasaki	P. M. Co.	Aug. 9
Marionethalia	Singapore	S. T. & Co.	Aug. 9
Indrasamha	Singapore	J. M. & Co.	Aug. 10
Emp. of India	Vancouver	C. P. R. Co.	Aug. 13
Eastern	Sydney	B. & S.	Aug. 14
Ras Dara	New York	S. T. & Co.	Aug. 19
Aragonia	Portland	P. & A. Co.	Aug. 21

Ships Passed The Canal.

Outward—14th July—Indrasamha, Ulysses, Opaack, 19th July—Barotia, Bangla, Freya, Paokontai, 23rd July—Alcinous, Sultanah, Rhein, Ernest Simt, 2nd August—Swasi, Benduck, Gante, Yunnan, Wray Castle, 4th August—Agamemnon.

Homeward—28th July—C. Ford Laelis, 2nd August—Darmstadt, 4th August—Pera, Jason, Oceanic, Ping Suey, Silesta, (Aust.)

Arrivals at Home—14th July—Polynesten, Bayern, Benader, Hudson, 19th July—Socavia, Indran, 25th July—Caylon, Abregalde, Preussen, Whampoa, Sagami, Suevia, Poona, Faldon Hall, Secotra, 28th July—Kintuck, Caladon, 2nd August—Hennoch, Calchati, Senegambia, Dancalion, 4th August—Bantu.

TO-MORROW.

St. Peter's Seamen's Church.
Seventh Sunday after Trinity.
Queen's Road, West.

Morning Prayer 11 a.m., Venite, Savage; Te Deum, Oakeley; Jubilate, Lemon; Hymns, 284, 172, 480 and 219.

Holy Communion 12.15 p.m.

Evening Prayer, 6.30 p.m., Magnificat, Barnby; Nunc Dimittis, Tucker; Hymns, 291, 481, 476 and 409.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.); returning afterwards. The Answering Bannant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Union Church.—Services, 11 a.m., and 6 p.m. St. John's Cathedral, Hongkong.

Post Office.

A Mail will close for:

Swatow, Amoy and Tamsui.—Per *Protea*, 6th Aug. 5 p.m.

Macao.—Per *Heungshan*, 7th Aug., 12.15 p.m. Kudat and Sandakan.—Per *Mausang*, 7th Aug., 2 p.m.

Swatow, Amoy and Fochow.—Per *Hatsum*, 8th Aug., 8 a.m.

Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per *Tramont*, 8th Aug., 10 a.m.

Europe, &c., India, via Tuticorin.—Per *Tonkin*, 8th Aug., 11 a.m.

Macao.—Per *Heungshan*, 8th Aug., 12.15 p.m. Salina Cruz, (Mexico).—Per *Kensington*, 8th Aug., 1 p.m.

Shanghai.—Per *Choyang*, 8th Aug., 2 p.m. Manila.—Per *Tean*, 8th Aug., 3 p.m.

Shanghai.—Per *Shaoching*, 8th Aug., 3 p.m. Singapore.—Per *Atilla*, 8th Aug., 4 p.m.

Shanghai.—Per *Saxonia*, 8th Aug., 4 p.m. Singapore, Penang and Calcutta.—Per *Namang*, 9th Aug., 10 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 9th Aug., 11 a.m.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.—Per *Empire*, 9th Aug., 11 a.m.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Tartar*, 10th Aug., 11 a.m.

Macao.—Per *Heungshan*, 9th Aug., 1.15 p.m. Singapore, Penang and Bombay.—Per *Capri*, 10th Aug., 11 a.m.

Macao.—Per *Heungshan*, 10th Aug., 1.15 p.m. Cebu and Hoihow.—Per *Kaifong*, 10th Aug., 3 p.m.

Macao.—Per *Heungshan*, 11th Aug., 1.15 p.m. Manila.—Per *Rubi*, 12th Aug., 10 a.m.

Entrance, &c., India, via Tuticorin.—Per *Coromandel*, 12th Aug., 11 a.m.

Macao.—Per *Heungshan*, 12th Aug., 1.15 p.m. Manila.—Per *Heungshan*, 14th Aug., 1.15 p.m.

Macao, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.—Per *Tianan*, 14th Aug., 3 p.m.

Macao.—Per *Heungshan*, 15th Aug., 1.15 p.m. Europe, &c., India, via Tuticorin.—Per *Prins Heinrich*, 16th Aug., 11 a.m.

Frederick, Wilhelmshafen, Herbernsbohe, Matupi, Brisbane, Sydney and Melbourne.—Per *Prins Sigismund*, 22nd Aug., 11 a.m.

Monday, the 7th instant, being a Bank Holiday, the Post Office will be open for one hour only from 10 to 11 a.m. All outgoing mails will be closed at 9 a.m. The Money Order Office will be entirely closed.

In the event of the arrival of the French Mail from Europe, the Post Office will re-open for one hour after the mail is sorted.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for

Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namiao, Sanhue, Kongmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 3d. for each half ounce.

WINNERS AT THE HOTELS.

PEAK.
Aucott, E. F. King, Dr. and Mrs. Louder, Mr. Beattie, M. P. Macdonald, Mr. Bourne, Mr. and Mrs. Meale, Mr. and Mrs. G. Boyd, Capt. and Mrs. Mitchell, R. Brown, Mr. and Mrs. D.E. Moxon, Mr. and Mrs. Herbert, Cocks, Mr. and Mrs. A.E. O'Neill, J. B. Hugh Dixon, Mr. Edwards, Mr. and Mrs. Parry, Major Gales, Capt. Hallingworth, Mr. and Mrs. Phillips, Major Piggott, Mr. and Mrs. Pollock, K.C., Mr. Reigle, Dr. and Mrs. Sawyer, Capt. and Mrs. Sinclair, A. Stadt, Mr. and Mrs. Van de Stokes, Mr. Hindes, Mr. and Mrs. Uffel, von Vandin, Gordon Jeffries, H. U. Johnson, Rev. Joseph, Mr. and Mrs. White, Dr. and Mrs. Kelanli, Major & Mrs. M. J.

OCCIDENTAL.
Albert, B. E. Kill, G. Anderson, G. Lemke, Capt. P. Avenberg, Th. Lowe, Mr. and Mrs. Bertels, Th. Lowe, Miss Sisie Chandler, Lieut. Army Majer, Capt. and Mrs. Edue " Dept " and child Mollet, H. Fischer, Ch. Munro, Miss A. Fisher, R. Ohme, A. E. Frebes, B. Owe, O. E. Furth, Heinz Rabe, Schanberg, H. Georg Mein Ken Schmidt, Otto Hoche, Dr. Med. Sheel, Robt. H. Hohnel, Dr. H. Veeden, W. Key, Dr. H. Vojaek, R.

NAME.	CLASS.	TONS.	GUNS.	H.P.
Alacriti	despatch-vessel	1,700	4	3,000
Andromeda	cruiser, 1st class	11,000	16	16,500
Arcton	torpedo boat destroyer	550	10	7,000
Astraea	cruiser, 2nd class	4,250	10	7,000
Bonaventure	cruiser, 1st class	4,250	10	7,000
Cherub	slong	1,070	6	1,400
Clio	water tank and tug	390	—	300
Diadem	slong	1,070	6	1,400
Dec	cruiser, 1st class	11,000	16	16,500
Erne	torpedo boat destroyer	550	6	7,000
Etrick	torpedo boat destroyer	550	6	7,000
Exe	torpedo boat destroyer	550	6	7,000
Fame	torpedo boat destroyer	550	6	7,000
Handy	torpedo boat destroyer	275	6	4,000
Hart	torpedo boat destroyer	275	6	4,000
Herla	special service torpedo-v.	6,400	14	2,400
Hogue	cruiser, 1st class	12,000	14	21,000
Iphigenia	cruiser, 2nd class	3,600	8	7,000
Itchen	torpedo boat destroyer	550	6	7,000
Janus	torpedo boat destroyer	285	6	3,900
Kinsla	river gunboat	85	4	1,200
Monken	river gunboat	180	2	800
Oter	torpedo boat destroyer	350	6	6,300
Rambler	surveying-vessel	85	6	650
Robin	river gunboat	85	2	240
Sandpiper	river gunboat	85	2	240
Sirius	cruiser, 2nd class	3,600	8	7,000
Snipe	river gunboat	85	2	240
Taku	torpedo boat destroyer	250	6	6,500
Sutlej	cruiser, 1st class	12,000	14	21,000
Tamar	receiving ship	4,600	6	800
Teal	river gunboat	180	2	800
Virago	torpedo boat destroyer	355	6	6,300
Waterwitch	surveying ship	620	4	500
Whiting	torpedo boat destroyer	260	6	5,000
Widgeon	river gunboat	195	2	800
Woodcock	river gunboat	150	2	550
Woodlark	river gunboat	150	2	550

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Macao
Avalanche	river gunboat	140	5	150	—	Haiphong
Baignonette	river gunboat	—	—	150	—	Saigon
Carondelet	river gunboat	—	—	150	—	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comble	gunboat	525	4	438	Lieut. Mervilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Saigon
Déclaire	gunboat	645	10	1,000	Lieutenant L'Est	Haiphong
Descartes	cruiser	3,985	14	5,300	Commander Amet	Baie d'Along
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coloni	Haiphong
Guichenot	destroyer	350	—	303	Lieut. Jehanne	Baie d'Along
Gueydon	armoured cruiser	9,376	—	20,200	Capt. Ridoux	Haiphong
Henn Rivière	river gunboat	—	—	—	Lieut. Porlier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corlouer	Haiphong
Javeline	destroyer	307	—	300	Commander Sagot-Duvaloux	Haiphong
Kersaint	cruiser	1,250	7	2,200	Commander Simon	Saigon
Lynx	sub-marine	—	—	—	Armbruster	Saigon
Montcalm	armoured cruiser	9,700	12	19,600	Capt. Duval	Saigon
Mousquet	destroyer	307	7	6,300	Lieut. Prat	Baie d'Along
Oly	river gunboat	—	—	—	Lieut. Grallier	Chungking
Peibo	gunboat	—	—	—	Lieut. Lavissière	Tongku
Pilotot	destroyer	307	7	6,300	Lieut. de Reinach-Warth	Baie d'Along

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 8th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. SYDNEY, 22nd August.

S.S. ARMAND BEHIC, 5th September.

S.S. ERNEST SIMONS, 19th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1905. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COKOMANDEL,"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from the 14th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 5,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 24th September.

Parcels will be received at this office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 31st July, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
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Tremont..... 9,666 T. W. Garlick. At Aug. 8

Hyades..... 3,753 Geo. Wright. " " Aug. 16

Lyra..... 4,417 G. V. Williams. " " Sept. 15

Pleiades..... 3,753 F. G. Purington. " " Sept. 15

Shawmut..... 9,666 E. V. Roberts. " " Sept. 15

Steamer marked (*) have no second-class passenger accommodation.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation for first and second class passengers. The

large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 21st July, 1905. [8]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

To Let.

SHOP TO LET.

IN the most frequented part of QUEEN'S
ROAD CENTRAL on a Lease.
For further Particulars, apply to—
M. J. D. STEPHENS,
Solicitor.

18, Bank Buildings,
Hongkong, 4th August, 1905. [805]

TO LET.

QUEEN'S ROAD CENTRAL.

A FEW DOORS FROM HONGKONG HOTEL.

A SPACIOUS GODOWN.

Apply to—

"G,"

C/o This Paper.

Hongkong, 2nd August, 1905. [796]

TO LET.

NOS. 15 and 29, WONG-NEI-CHONG

ROAD.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 2nd August, 1905. [795]

TO LET.

NOS. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MUDY.

Hongkong, 4th May, 1905. [527]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CEN-

TRAL.

First Floor, No. 12, QUEEN'S ROAD,

CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S

ROAD, CENTRAL.

Apply to—

S. BISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

SEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms. GAS and ELECTRIC

BELLS laid on. Commanding fine view of the

Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Aguiar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

For Sale.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES, &c.,

for

GASOLINE and GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. HENKIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	£1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$35.46 for second half-year 1904	5 %	\$915 sellers London £84 \$38 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	5 1/2 %	\$325
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,902 \$151,902 \$371,445	Nil.	\$44 for year ended 30.4.1904	6 %	\$75 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 20,000 \$177,749 \$803 1/10 \$846,773 \$700,000 \$37,702	\$2,078,997	\$35 for 1903	4 1/2 %	\$730
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$218,093 \$2,241	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$85 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	10 1/2 %	\$325 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$20 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$85,410 \$250,000 \$600,000 \$158,444 £10,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$158,444 £10,000 £241,150 £3,999	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	Tls. 25,000 Tls. 25,000 £4,000,000 £4,116	£4,435	12/- @ 1/10=\$6.25 for 1904	6 1/2 %	\$94
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	(Tls. 24 final making Tls. 44 for 1904 ...)	7 1/2 %	Tls. 60 sales
Do. (Preference)	100,000	£1	£1	£4,000,000	£58,852	(Tls. 14 final making Tls. 34 for 1904 ...)	7 1/2 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$65,000	\$929	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	\$11
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$24,217 \$400,000 \$21,075	\$21,231	\$1.80 for year ending 30.4.1905	5 1/2 %	\$33
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153 Tls. 126,000 Tls. 276,679	\$21,231	\$10 for 1904	7 %	\$145
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Interim of Tls. 2 for 1905	11 1/2 %	Tls. 29 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	Dr. \$42,812	Final of \$15 making \$20 for 1904	8 1/2 %	\$245 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897	3 1/2 %	\$27 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.9.04	3 1/2 %	Tls. 68 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	Interim of 1/- (No. 4)		Tls. 7 1/2 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)		G. \$12
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,100	£8,745	No. 12 of 1/-=48 cents		\$3
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,317 Fcs. 1,529,612	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 142 buyers
Penwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904 on old capital	7 1/2 %	\$25
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$58,473 \$10,000 \$300,000 \$335,000	\$29,422	Interim of \$24 for 1905	5 %	\$100 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$335,000	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	7 1/2 %	\$196
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000		\$10 div. & \$5 bonus for year end. 30/6/04	5 1/2 %	\$270 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$36,000	\$49	\$14 for 1903	7 1/2 %	\$17 buyers
Riley Hargreaves & Co., Limited	6,000	\$60	\$60	\$36,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	5 1/2 %	\$250
Do. (Preference)	2,750	\$100	\$100	\$150,000		\$7 dividend	5 1/2 %	\$114
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 195 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000 Tls. 17,500	\$206,645 Tls. 2,762	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$400
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 190 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	8 %	\$324 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$12	Tls. 8,000		Final of 60 cents making \$1.80 for 1904	10 %	\$18 sales
Do. (Founders)	123	\$15	\$12	\$20,000	\$1,502	None		\$100
Do. (New Issue)	24,000	\$15	\$7 1/2			Preferential of 7 per cent for 1904	7 %	\$7 1/2 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$146 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Interim of \$34 for 1905	5 1/2 %	\$120 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,976	Tls. 7,202	Tls. 21 for the year ending 31.3.1905	14 1/2 %	Tls. 171
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	First year	Interim of \$4		\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,904 \$50,000	\$11,958	90 cents for 1904	7 1/2 %	\$124 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,666	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 75 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	6 %	Tls. 117 1/2 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$14 for 1905	7 %	\$33 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	8 %	Tls. 49 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	2 1/2 %	\$153 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000	Tls. 13,629	Interim of 3 % a/c 1898		Tls. 45 buyers
Laon-Kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 35,127	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 56 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Tls. 22,050	4 % for 1897		Tls. 200 buyers
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$125 for year ending 30.6.1900		\$100
Philippine Company, Limited	67,500	\$10	\$10	none		First year		\$94 nom.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	15 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£770	First year		\$118
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£314	\$1,182	1/3 per share for 1904	12 %	\$61 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	Nil.	\$3 for 1904	8 1/2 %	\$30
China Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$3 for 1904	8 1/2 %	\$14
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 %	Tls. 77 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	Tls. 30,000	\$3,739	None		\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,581		80 cents for 1904	9 %	\$9 buyers
Dairy Farm Company, Limited	25,000	\$10	\$6	\$12,000		\$14 for year ending 31.7.1903	9 %	\$17 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100
Green Island Cement Company, Limited	450,000	\$10	\$10	\$400,000 \$500,000	\$95,054	\$2 for 1904	7 1/2 %	\$274 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$7,551	Final of \$44 making \$24	6 1/2 %	\$27 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£25,394 £3,000	£8,188	£1 div. and 2/- bonus for 1904	7 %	\$175 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	\$1.00 for year ending 30.4.1905	6 1/2 %	\$158 sellers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	none	\$2,796	\$50 cents for year ending 30.4.1905	5 %	\$10 sellers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000	\$5,356	\$15 for year ending 30.11.1904	7 1/2 %	\$212 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$60,000	\$11,137	Interim of \$4 for 1905	7 1/2 %	\$27 1/2 ex div.
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$60,000	\$299	Tls. 10 for 1904	7 %	\$150 buyers
Katz Brothers, Limited	15,000	\$10	\$10	\$2,500	\$3,400	Interim of 50 cents 30.9.04	12 1/2 %	\$15 sales
Lane, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$475,000	\$21,582	\$8 for 1904	6 %	\$154 buyers
Maatschappij tot Mijn. Bosch en Landbouw	25,000	Gs. 100	Gs. 100	none		Interim of \$5	7 1/2 %	\$145 buyers
Maatschappij tot Mijn. Bosch en Landbouw	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	2nd quarterly of Tls. 6 paid 15.05 mak- ing 20 for Tls. 124 for 1905	19 %	Tls. 190 sellers
Maynard and Company, Limited	3,400	\$10	\$10	none		\$2 for year ended 31.10.1904		\$23
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1902	9 %	Tls. 25
Moutrie (S.) & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending	9 %	\$54 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	35.64		\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 168,772	Tls. 8,011	Interim of Tls. 34 for 1905	7 %	Tls. 120
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 80 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Interim of Tls. 6 for 1905	8 1/2 %	Tls. 155 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 17,200	Tls. 17,200	Interim of 15/- for 1905	5 %	Tls. 415
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$64 for year ended 31.7.1904	7 1/2 %	\$80 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	None		\$21
Team Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	7 1/2 %	\$8 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none		First year		\$74 buyers
Straits Trading Company, Limited	2,000	\$100	\$100	\$25,000	\$700	\$10 for second half year 1904	13 1/2 %	\$150 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	\$750,000 \$50,000	\$84,813	\$1 div. and 35 cents bonus for half year		\$244 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 2,025	ended 30.9.1904	6 1/2 %	Tls. 100
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 44 making Tls. 64 for 1904/5	7 %	Tls. 120
Do. (Founders)	100	\$10	\$10	\$24,000	\$551	80 cents for year ended 31.5.1905	9 1/2 %	\$84 ex div.
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$100,000	\$6,096	\$1.80 for 1904	11 1/2 %	\$180 ex div.
William Powell, Limited	12,000	\$10	\$10	\$25,000 \$5,000	\$588	Final of 50 cents making \$1 for 1904	7 1/2 %	\$15 buyers
						Interim of 50 cents for year 1904/1905	10 1/2 %	\$114 buyers